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INTELLIGENCE REPORT

COUNTRY Rumania

SUBJECT Industrial Activity

ORIGIN

DIST. 76 November 1947

PAGES 2

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1. The "Malaxa" Factory. This plant employs 6,000 workers. It is currently working on armistice reparations, turning out locomotives, railroad cars, boilers for locomotives, tank cars, iron, bronze, brass and copper castings. The pipe and tube factory was dismantled and transported to Constanza and then to the USSR. At the same time 60 specialists who worked on these machines were sent to the USSR and have not returned. The installations which were removed were used to produce tubing of two and one-quarter to four inches, four and one-quarter to six inches and six and one-quarter to 20 inches. Only one factory is producing pipes of three-eighths to two inches in Rumania and these are destined for home consumption. The details of actual productive capacity of the "Malaxa" works are not available, but it is known that the actual output is 10 percent of the 1943-1944 output. The locomotives and railroad cars of this factory are transported to the Ghighiu-Ploesti station where they are remounted on wide axle-trees of the "USSR" type. A wide gauge railroad starts from the station of Ghighiu and runs as far as Tighina.
2. The "Vulcan" Factory. This plant produces pressed tubing for Katusha automatic (?) guns as well as for metal bridges. It is working exclusively for the Soviets. Most of the workers and administrators are Communists.
3. The "Wolf" Factory. The chief products of this plant are pumping materials required for the exploitation of oil wells. It also produces for the Soviets copper frontal plates for industrial boilers. About 800 workers are employed here. Only a small number of these are Communists.
4. The "Lemaitre" Factory. The plant produces iron braces and material for the Tramway Society. It is not working on reparations. About 400 workers are employed here.
5. The "Voina" Factory. This plant repairs railroad cars for the Rumanian railroads. Wheels for these cars form 60 percent of its output. This Bucharest plant also produces radiators for central heating and aluminum spoons and plates for the Soviet Army. Of the 600 employees, a majority are Communists.
6. The "Basarab-Bucuresti" Works. This plant is working under armistice conditions producing castings, taps and tile stoves.

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7. The "Grivitsa" Railroad Workshops. This plant repairs rail equipment for internal requirements only. The output is 20 percent of that of 1943-1944.
8. The "Concordia Metallurgica". Of this plant's 3,000 workers, 1,200 are functionaries selected from among the workers. The technical director is named Neamtzu. The plant works under armistice conditions producing Worthington pumps, big sluices and forged iron. Tiles are brought from the USSR and transformed and various parts for armaments and industrial uses are produced. Small repairs to Rumanian railroad cars are made here. A large part of the workers are Communists. There is also a Soviet technical bureau here whose output is small, but is kept a secret.
9. "Cablul Romanesc". About 140 workers are employed here. The whole of the output which consists of underground cables of various dimensions and electric wire for the K.N.G.A. and N.G.A. installations, is for reparations.
10. "Resitza and Astra". About 16,000 workers are employed. The plant manufactures locomotives, cars, sanitary tubes and rolled iron for construction purposes. The output goes to the Soviets as reparations.
11. "Ferdinand Colan-Galatz". This firm is working for the Soviets and on reparations, making radiators, boilers, and sanitary pipes.

(☐ Comment: It is thought that the firm of "Titan, Nadrag, Calan" is meant whose plant in Calan is called "Ferdinand" and whose works in Galatz are known as "Titan".)
12. "Industria Optica Romana". This firm, working on reparations, is making precision instruments, lenses, binoculars and soldering apparatus.

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